

# Regional



## President's Message

By Dick Kelly  
President, Southern California Association of Governments

Clean air is everybody's concern. Happily, the Southern California Association of Governments and its subregions are working together in programs that bring together the public and private sectors as well as stakeholders from each to achieve better air quality, lessen dependence on foreign oil, and improve economic development opportunities.

One example is found in the Clean Cities Program fostered by the U.S. Department of Energy. Last March 1, the Southern California Association of Governments was declared a Clean Cities Region, with certificates presented to 42 local governments and 25 Southland organizations.

I'm proud to reiterate that barely six weeks later, on Earth Day, April 22, the Coachella Valley was named a Clean Cities Region, with all nine of its city governments plus the County of Riverside among the participants. A five-year plan went into

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## Advanced Transportation Technologies Highlighted in Measures for Air Plan

Transportation strategy and local government measures for inclusion in the 1997 South Coast Air Quality Management Plan were adopted unanimously by the governing board of the Southern California Association of Governments.

The strategy adopted by the 70-member Regional Council on Nov. 7 is intended to reduce air pollution and traffic congestion. An emphasis is given to advanced transportation

## Carpool Lanes Expand at Accelerated Pace

Caltrans--the State of California Department of Transportation--is in the midst of the most extensive high-occupancy vehicle lane construction program in the nation, which aims to add carpool lanes to virtually every freeway in the Los Angeles area by the year 2000.

The Los Angeles County system will connect with HOV programs in four adjoining counties--Ventura, San Bernardino, Riverside and Orange--signifying that altogether there will be close to 725 miles of car pool lanes in the region, or 1,450 lane miles.

In Los Angeles County, the 315 miles of HOV lanes being built by Caltrans District 7 are intended to improve traffic flow on the freeway system in a relatively short time, and for a minimal cost.

"With the era of freeway building in Los Angeles drawing to a close, HOV lanes are seen as the next logical step in improving freeway efficiency to accommodate inevitable future increases in population and traffic," said Ken Steele, Caltrans District 7 director.

"It's tough to beat HOV lanes when it comes to value, efficiency and speed of delivery," Steele said. "In fact, 75% of the program will be constructed at a cost between \$1 million to \$3 million per mile. That compares favorably with the \$100-million-per-mile cost for a new freeway in an urban area, or similar figures for subway or light rail transportation systems."

Funding is from three sources: the Proposition C half-cent sales tax administered by the Los Angeles County Metropolitan Transportation Authority, the federal Intermodal Surface Transportation Effi-

ciency Act of 1991, and the state highway fund.

"HOV lanes are just one part of an integrated, multijurisdictional transportation system for the Los Angeles area that accommodates motorcycles, automobiles, vanpools, buses and rail systems," Steele said.

The most recent major project with carpool lanes put into service is the 110 Harbor Freeway Transitway, with its elevated viaduct, opened to the public on June 26. The 10.3-mile exclusive HOV lane designation extends from the 91 Artesia Freeway to the I-10 Santa Monica Freeway.

Opened on June 26 was most of the total, including 2.6 miles of elevated viaduct, the first bus and carpool lanes built over an existing freeway in Los Angeles.

The Harbor Transitway is expected to save commuters about one minute per mile traveled on a freeway that carries 236,000 vehicles a day, and where travel times are 40% longer than the Southland freeway average. Carpoolers using the transitway are expected to save an average of 20 minutes in their commute time, according to a Caltrans estimate.

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## New Mission Statement

LEADERSHIP, VISION and PROGRESS are the buzz words of the new Southern California Association of Governments mission statement, adopted by the Regional Council in November. "This should last for at least three to five years before changes are needed," said Executive Director Mark Pisano.

### Mission Statement



**Leadership, vision and progress** which promote economic growth, personal well-being, and livable communities for all Southern Californians.

#### The Association will accomplish this Mission by:

- ▲ Developing long-range regional plans and strategies that provide for efficient movement of people, goods and information; enhance economic growth and international trade; and improve the environment and quality of life.
- ▲ Providing quality information services and analysis for the region.
- ▲ Using an inclusive decision-making process that resolves conflicts and encourages trust.
- ▲ Creating an educational and work environment that cultivates creativity, initiative, and opportunity.

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Clint Rosemond/SCAG

## 20-Year Recognition

Southern California Association of Governments Executive Director Mark Pisano, center, received a certificate of recognition for his 20 years at the helm of the organization. Making the presentation was Chief Operating Officer Lou Moret. Flanking

the two are Arnold Sherwood, director of Forecasting, Analysis and Monitoring, left; and Jim Sims, director of Rideshare Services. Pisano joined the Southern California Association of Governments on November 8, 1976.

## New EPA Standards May Force Update of AQMD's 1997 Air Quality Plan

By a 10-0 vote, board members of the South Coast Air Quality Management District on Nov. 15

adopted the 1997 Air Quality management Plan, scaled down in provisions from the 1994 air plan.

## Advanced Transportation...

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also 44 percent, are expected to occur," Pisano added. "The transportation strategy calls for providing significant levels of investment in infrastructure, system management and travel alternatives to help manage the increased demands on the existing transportation system."

The transportation strategy document calls for increased use of car-pool lanes, park 'n' ride lots, inter-modal facilities, bus, rail and shuttle transit improvement, as well as bicycle and pedestrian facilities.

Advanced transportation technologies also hold great promise to both decrease congestion and improve air quality, it was noted.

Specifically spelled out are:

**Telecommunications--**Focuses on increasing the use of telecommunications products and services in the conduct of daily business, educational and personal activities to reduce trips for congestion relief and emission reductions. By the year 2010, enhanced use of telecommunications technologies can be expected to reduce home-to-work trips, or the non-work trip equivalents, by 6.8 percent from 1990 base-year levels.

**Smart Shuttle Transit--**Introduces to the consumer market technology-enhanced "smart" vehicles oriented to shifting consumers from their automobiles to multi-passenger "smart shuttles" for purposes of commuting, shopping, recreation, and other trips. In combination with traditional transit, smart shuttle transit has a goal of becoming 10 percent of vehicle trips by the year 2015.

**Zero Emission Vehicles--**A critical component in reducing emission from on-road vehicles. Significant market penetration--30 percent of new vehicle sales by the year 2010--beyond the state law implemented by the Air Resources Board is targeted. However, no emission reductions are taken in the Air Quality Management Plan beyond those committed to by the California Air Resources Board. Aggressive deployment of supporting infrastructure, incentives for vehicle manufacturers to accelerate introduction of such vehicles into the marketplace, and inducements for consumers to use those alternatives are the core action areas for this measure.

**Alternative Fueled Vehicles--**Enhanced market penetration--34 percent of new vehicle sales by the year 2010--is the goal for this measure. Although no emission reductions are taken in the Air Quality Management Plan beyond those committed to by the California Air Resources Board, the measure actively facilitates the introduction of alternative fuel vehicles and the necessary refueling infrastructure.

**Intelligent Transportation Systems--**Advanced Traffic Management and Advanced Traveler Information Systems are designed to decrease congestion, reduce fuel use and emissions, improve travel time and safety, and support transit-user information and patronage. By the year 2010, the goal of this measure is to have nine percent of vehicles in the South Coast Air Basin equipped with these technologies.

In all, 68 rules are contained in the new plan, 29 fewer than the previous document. Specifically included are rules to cut emissions from charbroiler restaurants, manufacturing solvents, road work, agricultural activity, and diesel exhaust from heavy-duty equipment. Also to be imposed over the next four years are restrictions on dairy farms, water heaters, glass manufacturers, metal parts industries, street cleaning, and oil company operations. The buying and scrapping of large numbers of old diesel trucks and cross-polluting cars is emphasized.

Carpool lanes and rail transit would be increased. National emission standards would be set by the Environmental Protection Agency for trains, trucks, ships, and airliners.

"We're making good progress toward clean air while being careful about the impacts of our decisions on jobs and the economy," said Jon D. Mikels, AQMD board chairman.

The plan could meet current federal standards for carbon monoxide by 2000, for fine-particulate pollution by 2006, and for ground-level ozone by 2010.

But the EPA has warned the AQMD that fine-particle pollution is more dangerous than previously believed.

The proposed regulations announced by the EPA on Nov. 27 would essentially lower the threshold of what are considered harmful levels of smog and soot--the two forms of pollution deemed the most threatening to public health.

Under the proposed standards, the region would have to reduce ozone levels from 0.12 parts per million cubic feet of air to 0.08 parts per million, a reduction that works out to slightly less than a third because of new ways the levels would be measured.

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## President's...

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effect that positions Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs, Rancho Mirage, and the county to welcome the application of advanced transportation technologies, alternative fuels, research and development, job training, and job creation.

The Coachella Valley already was in the vanguard before the Clean Cities Program arrived. Three years ago, at my urging as board of directors chairman, the SunLine Transit Agency became the first public transit system in the United States to replace its entire fleet with compressed natural gas-powered buses.

To do such a feat, SunLine partnered with the Southern California Gas Co., which built a compressor and refueling plant which serves not only the buses but also CNG vehicles from throughout the valley. College of the Desert, Palm Desert, developed a curriculum for retraining diesel mechanics, and that program now is being replicated in community colleges elsewhere in California.

For several months now, transportation planners and staff assistants at SCAG have been working feverishly on the 1997 Regional Transportation Plan, a process that by statute is repeated every three years. The RTP team has established a "War Room" at the back of SCAG offices, where a considerable amount of non-polluting "midnight oil" is burned.

The product, as these documents are now called in contemporary office jargon, is scheduled for presentation to the Regional Council for adoption in mid-1997.

Meantime considerable work needs to be done in terms of public outreach and participation through forums, workshops, and cable television broadcasts. A video for cable TV has been developed for regional distribution. Once compiled, the public input, under requirements of the Intermodal Surface Transportation Efficiency Act of 1991, needs to be woven into the new RTP wherever feasible. Several subregions already have completed their work in this part of the process. The important aspect is that the general public, through a bottom-up or grass-roots process, is enabled to have a say-so in transportation planning.

**Our annual General Assembly** for 1997 will be built around an economic theme. To be held March 27 at the Marriott Desert Springs Hotel, Palm Desert, the two panels will offer these topics: "Connecting Cities to the Global Economy," and "Bringing Advanced Transportation Technology to Your Community." With intensified globalization of the economy each year, local elected officials need to ensure that their cities and counties remain competitive on an international scale. No jurisdiction can be an island and survive. That will be our main message. We strongly encourage you to attend, and then stay over in the Coachella Valley for Easter weekend.



# Re-authorization of ISTEA Viewed by Bates

The nation's basic piece of transportation planning legislation should be re-authorized to ensure that regional and local control over the decision-making process is retained, according to testimony given in Washington, D.C. to the House Subcommittee on Surface Transportation by Association of Governments Regional Councilmember Ronald Bates.

"Transportation systems cannot be planned in a vacuum," said Bates, a City of Los Alamitos councilmember, chair of the SCAG transportation and communications committee, and first vice president of the League of California Cities. "Local governments represented by elected officials from the entire region are best-suited to make the policy and trade-off decisions that result from the interrelationship of economic, social and environmental issues with transportation."

Bates testified in favor of re-authorization of the Intermodal Surface Transportation Efficiency Act of 1991, called by its acronym ISTEA. The law carries a sunset clause and expiration date of September, 1997. Strategies for re-authorization are being advanced by local governments in anticipation that a renovated ISTEA will be "packaged" in Washington by Congress by June, 1997.

"ISTEA is working well and we support it in its present form," Bates testified on July 30.

"The established regional and local decision-making process should be retained in the re-authorization of ISTEA through the roles and responsibilities of metropolitan planning organizations."

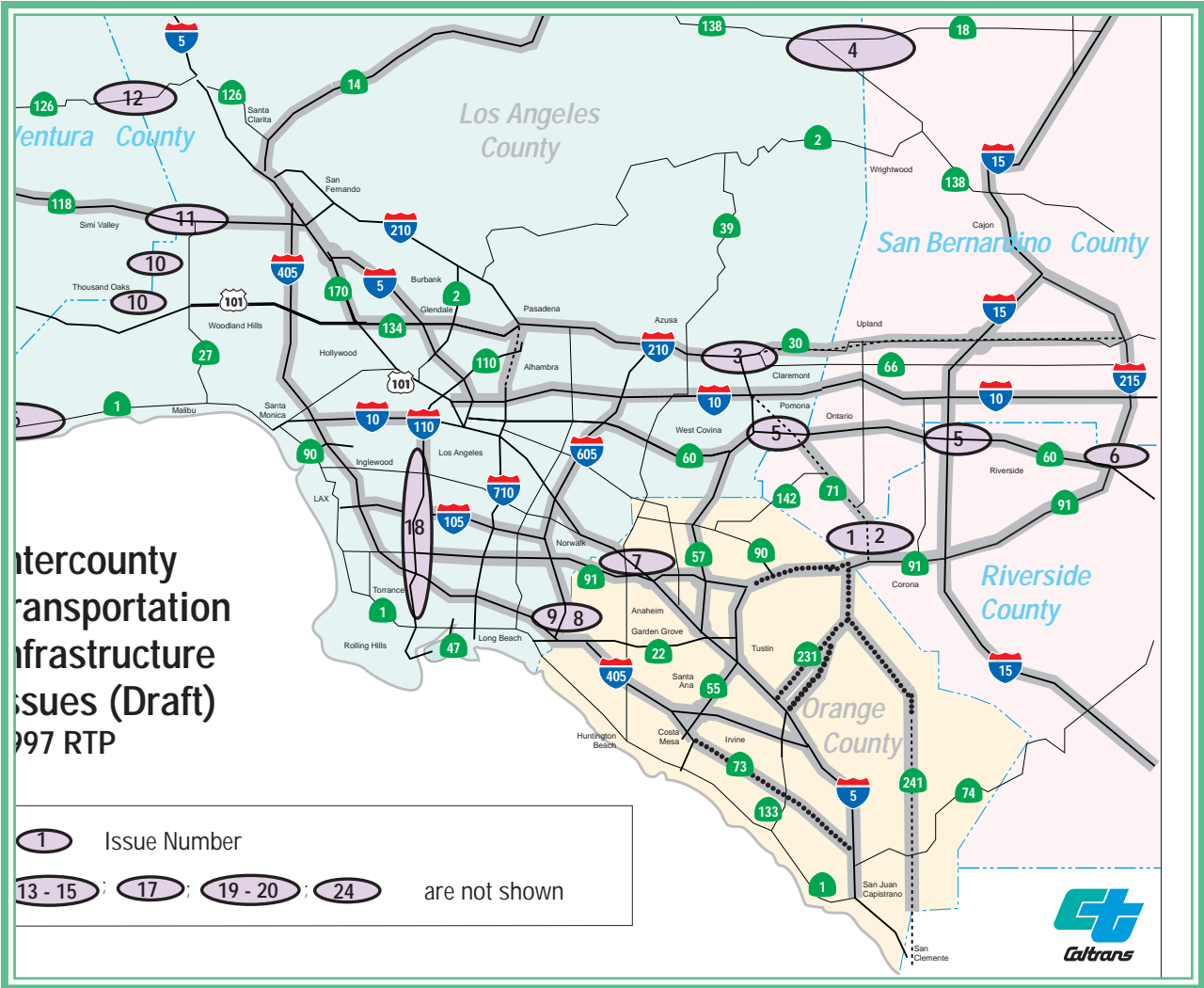
Bates said in the testimony that the basic concept of the metropolitan planning organization, or MPO such as SCAG, is one of "elected officials working together on the right scale for transportation planning."

Bates added: "Roads, transit service and carpool lanes do not end at county or even state borders. They require coordination at a regional level to ensure that systems will serve existing and future needs."

The Intermodal Surface Transportation Efficiency Act of 1991 identifies 16 metropolitan planning factors as key ingredients to planning for future transportation needs. Among them are air quality, housing, goods movement, and the economy. In explaining the role of the Association of Governments as a metropolitan planning organization, Bates said SCAG "has developed a regional coordinating body under which no city, county or special interest can dominate and where stakeholders from the entire region are represented."

In emphasizing a regional approach, Bates cited the importance of the 45 major metropolitan areas of more than one million residents in the United States, containing 60% of the country's population.

"Since it will be the economies of the major metropolitan areas that lead this nation into the next century, regions must continue to play a strong role in the implementation of the nation's policies," Bates said.



## Carpool Lanes...

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Other HOV lanes and connectors opened in 1996:

- On the 134 Ventura Freeway between the 5 Golden State Freeway and the 2 Glendale Freeway, traversing north Glendale, opened in January.

- On the 170 Hollywood Freeway between the 101 Ventura Freeway and the 5 Golden State Freeway, opened in January.

- Carpool lane connectors were opened in July in Orange County at two points: the I-5 Santa Ana and 55 Costa Mesa freeways in Tustin; and the Santa Ana and 57 Orange freeways in Orange, in the corridor from Fullerton south to Irvine.

- About 12 miles of carpool lanes on the 118 Ronald Reagan (Simi Valley-San Fernando Valley Freeway) opened in September between the Ventura County line and the I-5 Golden State Freeway.

Also among high-profile HOV projects is the I-105 Glenn Anderson (Century) Freeway, which opened in October, 1993. It is the first freeway designed and built with HOV lanes in place and includes time-saving HOV freeway-to-freeway direct connectors at the junction with the Harbor Freeway Transitway.

Future openings of HOV lanes include:

- In November, 1996 carpool lanes along a 10-mile span of the 405 San Diego Freeway were scheduled to open between the Ventura Boulevard undercrossing and the junction with the 5 Golden State Freeway northwest of San Fernando.

- In January, 1997 in Orange County, construction is expected to begin on carpool lanes on nine miles of the 91 Riverside Freeway between the 57 Orange Freeway and the Los Angeles County line, thus closing a gap between the 57 and the county to the north. The 91 freeway serves Los Angeles, Orange and

Riverside counties. The largest single item in the span, to be built in four projects, will be reconstruction of the 91/57 interchange.

- On the 605 San Gabriel River Freeway, HOV lanes are being constructed from South Street in Cerritos through Santa Fe Springs, Pico Rivera, Whittier, South El Monte, El Monte, and Baldwin Park. Estimated completion of the 10-mile project is mid-1998.

- A 17.5-mile span of the state highway 14 Antelope Valley Freeway between the I-5 Golden State Freeway to Escondido Canyon Road, just east of Agua Dulce, is scheduled for completion in mid-1999. The carpool lanes will be designed to handle 1,500 cars an hour to bring a measure of relief to the 50,000 Antelope Valley commuters. The first phase, between the Golden State Freeway to Sand Canyon Road, is scheduled for completion in 1997.

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# SAVE THE DATE

**March 27, 1997**  
Marriott Desert Springs Hotel  
Palm Desert, California

**Annual General Assembly 1997**

For information contact: Clint Rosemond at (213) 236-1878

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- Connecting cities to the global economy
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# Public Finance Chapter Offers 10 Reform Principles

The Public Finance chapter of the Regional Comprehensive Plan and Guide was approved by the Regional Council on March 7, 1996 and adopted on June 6, 1996 by means of a formal resolution.

**Synopsis:** There is no clearly defined system of regional public finance in the SCAG region. The Regional Council must start from scratch in imagining what should be done, and what an appropriate finance system should look like. Southern California is expected to add more than five million people between 1990 and 2010, and another two and one-half to three million people between 2010 and 2020. That means adding almost three times the present population of Orange County, or the state of New Jersey, to the metropolitan area, with the attendant need for roads, water, school, and open space. Concurrently the region must main-

tain the progress made to date in meeting regional air quality, mobility and other environmental goals. Without the capacity to encourage quality job growth, and thereby create additional wealth, the region will be unable to meet such needs.

Thus the revenue system must be built on the regional planning goal of wealth creation. The public finance system in the region presently is based on the outdated structure of an industrial economy. In fact, the economy of the region has been increasingly dominated by services for nearly two decades. Yet local governments still must chase after sales tax-generating businesses--necessary, certainly--almost to the exclusion of land uses which supply high-paying jobs, because the latter do not yield adequate revenues.

The region needs to lower the tax rates citizens must pay, while broadening the base from which taxes are

raised, thereby attaching revenue generation to the growth areas in the economy, such as industries along the information highway. This is the only way in which local governments will have the necessary incentives to actively encourage the creation of quality jobs that improve local prosperity, and yet yield the revenues needed to support desired regional and local services.

The RCPG proposes that the financing system be modified to raise sufficient revenue to maintain and improve the quality of life in the region.

### Financing Regional Mobility Needs

The regional transportation financing plan is required by the Intermodal Surface Transportation Efficiency Act of 1991, known by its acronym ISTEA. As the Metropolitan Planning Organization for its member counties, SCAG

must adopt a Regional Transportation Plan, RTP, containing a financial plan. The plan must compare proposed transportation investments with existing and projected revenues and address the financial strategies needed to ensure implementation.

According to the Regional Mobility Element, RME, SCAG's name for the RTP, also known as the Regional Comprehensive Plan and Guide, the budget for transportation over the 20-year life of the plan is \$71 billion. It is roughly in balance with revenues until near the end of the planning period. The RME estimates that over the 20 years, \$56 billion in costs for traditional highway and transit programs and improvement projects can be funded with reasonably foreseeable revenue.

Toward the end of the planning period, however, insufficient revenues will be available to invest in the facilities needed to meet the travel needs of the expected population and to mitigate air quality problems associated with an inadequate transportation system, even assuming generous increases in telecommuting. Consequently, the RME calls for additional revenue to be provided through a series of user-based fees designed to raise \$15 billion additional through 2015. There is no precedent in the region for raising this scale of funding from non-governmental sources.

The funding mechanism suggested in the RME would replace traditional transportation funding sources such as the gasoline tax with user fees, and structure those fees such that low-polluting vehicles contribute a lesser amount than grossly polluting vehicles. For example, a vehicle miles traveled (VMT) emissions registration fee is proposed in the RME to raise up to \$2 billion, with the heavier fees resting on vehicles with greater emissions and logging more miles.

### Financing Regional Water Resource Needs

The Water Resources Chapter outlines an investment strategy that is being pursued by the Metropolitan Water District and its member agencies. The water resources plan prepared by the MWD is for its service area which covers about 90% of the SCAG region with about 85% of the region's population.

The area currently uses 4 million acre-feet of water per year, 90% of which is for municipal and industrial purposes, the remainder going to agriculture. Two-thirds of this usage is for residential needs. Water demand for the MWD service area, under average weather conditions, is expected to exceed potential supply by 480,000 acre-feet per year of water. Assuming shortages are shared within the region, the potential shortage could be reduced to 395,000 acre-feet per year. Additional Colorado River water, transfers from the State Water Project, reclaimed water and groundwater recovery could more than make up the expected shortfall.

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Riders of the EV Warrior electric bicycle, manufactured in Burbank, contribute to better regional air quality.

# Air Quality Chapter Explains Core and Ancillary Functions

The Air Quality chapter of the Regional Comprehensive Plan and Guide contains a description of core and ancillary responsibilities of the Southern California Association of Governments in terms of state and federal mandates. The chapter neither replaces nor modifies the air plans adopted within the six-county region, but rather, sets the policy context in which SCAG participates in and responds to the plans and their implementation.

The relationship between transportation and air quality planning are core responsibilities. Among them are: management of the conformity process to ensure that air and transportation plans conform to state and federal air quality requirements; transportation infrastructure and program control measures; employer rideshare programs; air

quality, land use, transportation and economic relationships; development and implementation of advanced technologies; and, fostering the provision of adequate transportation for all residents while meeting clean air goals.

The California Air Resources Board has divided the state into air basins based on similar meteorological and geographical conditions, and to the extent feasible, political boundary lines. The three air basins in the SCAG region are:

- South Coast Air Basin, wholly within the jurisdiction of the South Coast Air Quality Management District.
- South Central Coast Air Basin, partially the responsibility of the Ventura County Air Pollution Control District.
- Southeast Desert Air Basin, of

which the South Coast Air Quality Management District, the Mojave Desert Air Quality Management District, and the Imperial County Air Pollution Control district each administer a portion of the region.

The four air districts in the region are:

- South Coast Air Quality Management District.
- Ventura County Air Pollution Control District.
- Mojave Desert Air Quality Management District, formerly the San Bernardino County Air Pollution Control District.
- Imperial County Air Pollution Control District.

Under federal law, each state must adopt a plan for implementation, maintenance, and enforcement of primary and secondary national

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# RCPG, Livable Cities Initiative Win Major Awards from American Planning Assn.



**RECEIVING HONORS--**Regional Councilmember and El Centro Mayor David Dhillon, second from right, holds an award trophy received by SCAG from the American Planning Association, California Chapter. Pictured also are, from left, Marvin Roos, former City of Palm Springs planning director; Joseph Carreras, SCAG principal for housing; and Sharon W. Hightower, Claremont planning consultant and APA California Chapter vice president for administration.

## Air Quality Chapter Explains...

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ambient air quality standards in each air quality control region of the state. This plan is the State Implementation Plan, composed of attainment plans.

Within the South Coast Air Quality Management Plan, SCAG is responsible for preparing and approving the portions of the plan which relate to regional demographic projections and integrated regional land use, housing, employment, transportation programs, control measures, and strategies.

In the course of preparing and approving those elements of the plan, SCAG coordinates the efforts of counties and cities which are themselves developing and reviewing plan elements to meet the requirements of the plan, state and federal law, and local needs.

Air quality planning in the region is directed at meeting ambient air standards set by the federal Environmental Protection Agency and the state Air Resources Board. Each plan developed by the air districts and the ARB is designed to meet ambient air quality standards by the deadlines specified in the Federal Clean Air Act and emission reduction targets of the California Clean Air Act. Those acts base the extent of required emissions reductions, and the length of time to attain standards, on the severity of a district's pollution.

Within the South Coast Air Quality Management Plan, SCAG must actively participate in establishing a South Coast Air Basin emission carrying capacity for each formal review of the plan. A carrying capacity is the maximum level of emissions which would enable the attainment and maintenance of an ambient air quality standard for a pollutant. The capacities must be updated to reflect new data and

modeling results. The state Air Resources Board must review and comment on the emission carrying capacity, air quality model selection, and other such data. SCAG and the air district board must consider the state Air Resources Board's comments and recommendations. If those recommendations are not accepted, the state agency must convene a conflict resolution committee which includes two members of SCAG's governing body.

Additionally, as a core function under state law, SCAG also sends a representative to the regional Mobile Source Air Pollution Reduction Review Committee which develops and adopts a work program--a set of projects designed to reduce emissions from mobile sources.

The Air Quality chapter also describes the role of SCAG in conformity determinations, preparation of transportation control measures in the South Coast Air Basin, working cooperatively with air districts, the state Air Resources Board, and the federal Environmental Protection Agency.

Under air quality issues and strategies, SCAG in seeking alternatives to command-and-control regulation, has a core function in actions to be taken in the region. Specifically, SCAG determines specific programs and associated actions needed (such as indirect source rules, enhanced use of telecommunications, provision of community-based shuttle services, provision of demand management-based programs, or vehicle miles traveled/emission fees) so that options to command-and-control regulation can be assessed.

In supporting continued plan implementation, also under air quality issues and strategies, SCAG has

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The Southern California Association of Governments has won major recognition for two projects from the California Chapter of the American Planning Association.

The 1996 Award of Excellence for Distinguished Leadership by an Agency was presented to SCAG on Oct. 4 in Palm Springs.

The award came as a result of three years of effort by Southern California Association of Governments planners in researching, writing and compiling the Regional Comprehensive Plan and Guide, an issues-oriented compendium of planning guidelines through the year 2015; and for SCAG's Livable Places Initiative. Focus of the latter is to enhance community livability by profiling present examples of how balanced transportation options can help Southern California communities become more vibrant and attractive places.

Noted in the American Planning Association award from the California Chapter were two products completed in 1996: *The Creating Livable Places Guidebook and Video* and a study titled, *The Relationship Between Land Use,*

*Transportation and Air Quality.*

"The RCPG was a monumental project developed with the active participation of citizens and elected officials from SCAG's 184 cities in six counties," the APA California Chapter said in its citation. "Thirteen subregions were established which provided direct input to the RCPG and developed 13 communities of interest."

The APA California Chapter also nominated the Livable Places Initiative for a national award in the current topic category.

Earlier, SCAG won awards at the local level from the APA Los Angeles Chapter. The RCPG received the 1996 LAAPA Award in the comprehensive planning: large jurisdiction category. Education Award honorable mentions went to the video and *Guidebook on Creating Livable Places* and the *Transit Stop Opportunity Video*.

The guidebook was prepared by SCAG with assistance by a Livable Places Advisory Committee and the Local Government Commission. The video was prepared for SCAG by the Local Government Commission.

## Alternative Dispute Resolution Project Offers Workshops to City, County Staff

The Southern California Association of Governments Alternative Dispute Resolution Project has received a grant from the Haynes Foundation to promote the use of conflict management and mediation services in regional planning and interjurisdictional disputes.

The grant is earmarked for education and training activities throughout the six-county SCAG region, according to Helene Smookler, director of legal services and coordinator of the Alternative Dispute Resolution Project.

"Project staff members are available to customize workshops for any of the subregional councils of government, and for groups of city and county officials in any of the SCAG member counties," said Smookler. "Additionally, the grant makes it possible for jurisdictions wishing to schedule a retreat on conflict management and consensus building to retain a project trainer or facilitator at a reduced cost."

Workshops conducted to date have varied in length from half-day to one-day sessions to accommodate the time limits of participants.

The Association of Governments Alternative Dispute Resolution Advisory Committee, which includes elected officials from member cities and counties, has undertaken preliminary studies on long-standing complex disputes.

The committee also established a roster of neutral parties experienced in the public policy arena to provide services to members. The roster is managed by an independent consortium based at the Western Justice Center Foundation in Pasadena.

Persons wishing to serve on the ADR Advisory Committee, or who wish to schedule a workshop or retreat, should contact Helene Smookler at 213/236-1816, e-mail [smookler@scag.ca.gov](mailto:smookler@scag.ca.gov); or Alana Knaster, ADR Project team leader and president, Mediation Institute, at 818/591-9526.

### REGIONAL COMPREHENSIVE PLAN AND GUIDE

Chapter	Date Adopted
Economy.....	June 2, 1994
Growth Management.....	June 2, 1994
Regional Mobility Element plus EIR (Transportation)..	June 2, 1994
Human Resources and Services.....	September 1, 1994
Introduction.....	October 6, 1994
Strategy.....	October 6, 1994
Implementation.....	October 6, 1994
Housing.....	November 3, 1994
Hazardous Waste Management.....	November 3, 1994
Integrated Solid Waste Management.....	November 3, 1994
Water Resources.....	December 8, 1994
Water Quality.....	January 5, 1995
Open Space and Conservation.....	April 6, 1995
Air Quality.....	October 5, 1995
Finance.....	June 6, 1996

# Public Finance Chapter Offers 10 Reform Principles

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The MWD estimates that those programs will require a total outlay of \$105 billion over the next 25 years. currently the average single-family household in the region pays \$22 per month for water service. Based on those calculations, the MWD has estimated that future operating expenses and investments in the region's water supply will increase retail water rates 3.5 to 4.5% per year, including inflation.

## Financing Regional Open Space Needs

The Open Space and Conservation chapter of the RCPG identifies goals but does not quantify a specific "shortfall" in open space and conservation. However, to achieve the goals expressed in that chapter, its authors report that "critical funding for the acquisition and management of open space resources has to be identified." All other open space conservation strategies will fail if

funding strategies are not successful. Not only will one-time funding be required for land/easements, but sustained funding is also needed for long-term implementation and management. The burden of land acquisition for species and habitat protection in areas largely in private ownership historically has been borne by developers and land owners, and passed on to new land/home owners. While some land owner mitigation may have to continue, effective implementation will require greater public sector funding, since the acquisitions are for public purposes.

## Financing Regional Solid Waste Needs

The Integrated Solid Waste Management Chapter reports serious projected shortfalls in landfill capacity in the years to come. Los Angeles County estimates its remaining capacity will be exhausted in five years or less. San Bernardino and Ventura counties estimate that they each have more than five, but less than 15, years of remaining capacity. Orange, Riverside and Imperial counties all have more than 15 years of projected capacity. Feasible waste disposal alternatives are discussed, but it is unclear whether these, if taken together and assuming continued waste prevention and recycling efforts, would be adequate to meet the projected need. No estimate of the costs of such facilities is given.

## 10 Reform Principles

To provide a constructive list of specific suggestions as to how local government finance could be modified and improved, a list of 10 "Finance system reform principles for Southern California, and options to implement them" was included. They are:

1. Different local finance models can be followed in different parts of the state.
2. Any reallocation of sources of revenues must insure that the state, at the time of implementation, does not collect more total tax revenue under the new system than it did

previously, although the burden may be shifted among groups of taxpayers.

3. Flexible fiscal management is needed at the scale of the Subregion and the Region.

4. Revenue incentives need to be restructured to maximize the attraction and maintenance of quality jobs in the region.

5. To the extent that the state continues to mandate functions on the localities, the state must raise and provide the necessary revenues to local authorities. Local governments may, at their option, contract with the state to provide the services so mandated.

6. Special districts with independent means to raise revenues should not drain property taxes from cities and counties unless the transfer serves appropriate governmental policy objectives.

7. Incentives should be created or disincentives removed to encourage subregional or regional service delivery where it is demonstrably less expensive, more efficient and improves the business climate.

8. Dedicated sources of revenues for local services should be created.


9. The system adopted should be understandable and re-inforce the capacity for public accountability.

10. Market pricing should be a preferred approach to financing government services and allocating service levels.

The chapter ends with this assessment:

"The area of public finance is complex, confusing and off-putting for many members of the public. But reforms are urgently required. Without them, we will fail to secure the long-term health of local and county governments, to increase the credibility of all levels of government to the citizens of California or to support the future economic health of our region, and the state. The principles outlined above are essential to guide the development of the public financial reform we all envision."

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## New EPA...

[Continued from page 2]

Ozone is a major component of smog, formed when nitrogen oxide and hydrocarbons combine in the presence of sunlight.

In its attack on tiny particles, the EPA proposes to regulate the harmful specks as small as 2.5 microns in diameter whereas standards now in place call for cracking down on particles of 10 microns or smaller. A micron is invisible to the human eye, measuring one thousandth of a millimeter.

Particles are tiny matter suspended in the air, including dust and soot from farming, roads, and construction.

Ozone and particulates in the air have been linked to increased respiratory ailments, asthma attacks, allergies, and increased likelihood of premature death.

"If the EPA adopts the new standards, we'll need to revisit our plan," Mikels said.

Of the 68 rules contained in the new air plan, 55 target a variety of vehicles, businesses and consumer

products in Los Angeles, Orange, Riverside and San Bernardino counties over the next four years.

The mixture of emissions that creates today's smog is intended to be cut 61% by 2010 under the new air plan. Cost of the plan is set at \$1.7 billion a year for the next 14 years.

The 1994 air plan carried a \$5.4-billion annual price tag. The AQMD estimated the new plan's annual cost will be offset by \$1.9 billion yearly in benefits from reduced illnesses, property damage, congestion, and improved visibility.

Industry endorsements of the 1997 air plan were received from Chevron USA, Northrop Grumman, Hughes Aircraft, McDonnell Douglas, Southern California Edison, Texaco, Shell Oil, and the Walt Disney Co., among others.

Environmental groups, along with several air quality experts who resigned last July from the AQMD's advisory council, criticized the 1997 air plan as being technically flawed in predicting future smog and too weak to protect people, especially those in Riverside and San Bernardino counties.





Clint Rosemond/SCAG

RECOGNITION--Associate Planner Barry Samsten, left, is congratulated by Regional Council President and City of Palm Desert Mayor Dick Kelly after receiving a recognition plaque as SCAG employee of the month. Samsten was cited for his work with local transit operators in obtaining public transportation funding.

## Christine E. Reed Succumbs at 52

Christine Emerson Reed, of Santa Monica, who served as president of the Southern California Association of Governments in 1990-91, has succumbed to cancer at the age of 52.

A native of Santa Monica, Reed was a 1967 political science graduate of UCLA. She served on the Santa Monica City Council for four terms from 1975 to 1990, being elected to a two-year term as mayor in 1984. She served on the SCAG Executive Committee, forerunner of the Regional Council, for several years before becoming president.

In its obituary of April 25, The Outlook of Santa Monica called Reed "a powerful political force who helped shape the face of the city and whose influence spread far beyond its limits." She died April 24 after a 2-year battle with endometrial cancer.

An environmental activist, Reed was instrumental in saving the Santa Monica Pier, cleaning up the bay and banning offshore drilling. In 1978 she was elected by representatives of 86 cities to serve on the Los Angeles County Transportation Commission. In 1981 she was appointed by Gov. Jerry Brown to the Regional Water Quality Board, which she later headed.



She also served on the Metropolitan Water District board.

"Bluntly outspoken but always armed with a ready wit, there was no question where Reed stood on an issue," The Outlook said.

Association of Governments Executive Director Mark Pisano said, "She was an unstoppable, unflappable person. She thought her positions out and stood her ground. I don't care if it was a policy issue, a political issue, or in the heat of the campaign, she had a quick wit and a little smirk, particularly when she got you."

Survivors include her husband, Jason C. Reed; her children, Margaret Lenore and Timothy Jason; and her parents, Joseph and Lenore Emerson, of Mariposa.

## Carpool Lanes Expand...

[Continued from page 3]

The current Caltrans Los Angeles HOV program involves adding HOV lanes to existing free-ways chiefly by reconstructing the medians and re-stripping the freeway to add an additional lane in the median area. No existing mixed-flow or general purpose lanes are being converted to HOV lanes, Caltrans said.

With the exception of the El Monte Busway on Interstate 10

which requires three persons in a vehicle, the car pool lane system in metropolitan Los Angeles uniformly requires a minimum of two persons per vehicle. The minimum fine is \$271 for the first HOV violation, and the fines significantly increase with subsequent violations.

"The central concept in the HOV program is moving more people rather than more cars," Steele said. "Some HOV lanes carry 40% of the total people on the entire freeway."



Gil Smith examines new briefcase as Shelia Stewart observes.

## Gil Smith Retires as Director of Government, Public Affairs

Gilbert D. "Gil" Smith, director of Government and Public Affairs at SCAG for 18 years, has retired. As the agency's leading exponent of personal face-to-face diplomacy, Gil Smith is known throughout the six-county region, where he worked diligently to maintain cooperation and participation of subregions, city councilmembers, board of supervisors members, and professional staff.

Smith joined SCAG on May 10, 1978 with the title of assistant director of Government and Community Relations. His retirement was made effective May 17, 1996.

As the first president of the Citizens' Committee for Incorporation, Smith was a key leader in the establishment of the City of Carson, where he served as a founding member of the City Council for 13 years. He served as Mayor of Carson twice: in 1970-71, and 1974-75. While an elected official, Smith

served on SCAG's Executive Committee, the forerunner of today's Regional Council. He has resided in Carson for more than 30 years.

Smith was the principal instigator of a successful campaign to gain approval for the present California State University, Dominguez Hills. Born and reared in Los Angeles, he is a member of St. Philip's Episcopal Church in South Central Los Angeles. He is married and has reared three sons.

In his long civic career, Smith has served on governor's committees and task forces, is a former president of the Los Angeles Division, League of California Cities, and is a member and former vice chairman of the corporate board of the United Way of Greater Los Angeles.

Smith said he now will devote his time to his grandchildren and to independent consulting work.

## Air Quality...

[Continued from page 5]

a core function in actions to be taken in the region to ensure through the Transportation Improvement Plan and conformity processes that funding priority for transportation measures identified in the attainment plans are adhered to in local decision making. Additionally, SCAG is to increase recognition of those priorities in the federal and state transportation appropriation process.

Under clean air and economic prosperity, SCAG has a core responsibility with the region's air districts to continue to maintain memoranda of understanding that detail cooperative planning relationships and require that regional growth forecasts be used in the development of all air district plans.

In an additional core function, SCAG, through its environmental

document review process, helps ensure that plans at all levels of government--regional, air basin, county, subregional, and local--consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.

Finally, in support of technological advancement, SCAG has a core function under public/private partnerships as an implementation strategy to reach out actively to the private and public sectors to assist in the development of approaches, formation of implementation strategies and identification of fiscal resources to help achieve implementation.

Adopted by the Regional Council in October 1995, the Air Quality chapter provides a compendium of information on the air quality role of the Southern California Association of Governments and explains how core and ancillary functions are intertwined.

# MTA to Re-inforce Clean-Fueled Fleet with 250 New Compressed Natural Gas Buses

Re-inforcing of its commitment to clean fuels, the Los Angeles County Metropolitan Transportation Authority has authorized the purchase of 250 new compressed natural gas-fueled buses at a cost of

\$327,545 each as part of the agency's commitment to an alternative-fueled fleet. "MTA's commitment to clean-air technology and our desire to be the nationally recognized leader in this field are clearly demonstrated by the purchase of these new

compressed natural gas buses," said MTA Board Chairman Larry Zarian. "The addition of these new alternative-fueled buses will improve the quality of service to our patrons and aid in our mandate to meet clean air standards

for the region." Each of the buses will be equipped with a digital security camera system to monitor any activity aboard the coach, and will have other advanced features such as front door locks, new composite flooring, and solid-state micro-processor controls, all designed to improve passenger safety.

Additionally, the new buses also will include a brighter interior that features light gray upholstery and stainless steel-frame seating similar to that on the Metro Blue Line trains, plus a special protective interior coating that will easier the removal of graffiti and other vandalism markings.

"This new equipment will greatly improve our bus system as we replace 15-year-old buses that no longer are cost-effective to operate or maintain," said MTA Chief Executive Officer Joseph E. Drew.

The 250 new compressed natural gas buses will be manufactured by Neoplan USA Corp. of Lamar, Colo. under contract with the MTA at a total capital outlay of nearly \$90 million. The purchase was approved by the MTA board of directors on June 27, 1996.

Delivery of the new CNG coaches is expected to begin late in 1998.



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